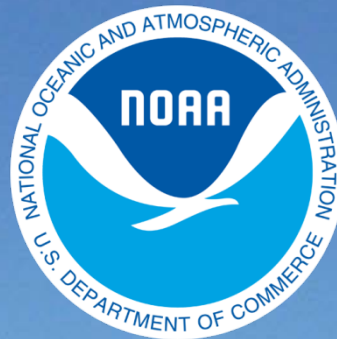
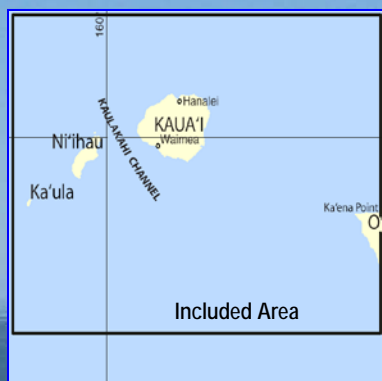


BookletChart™

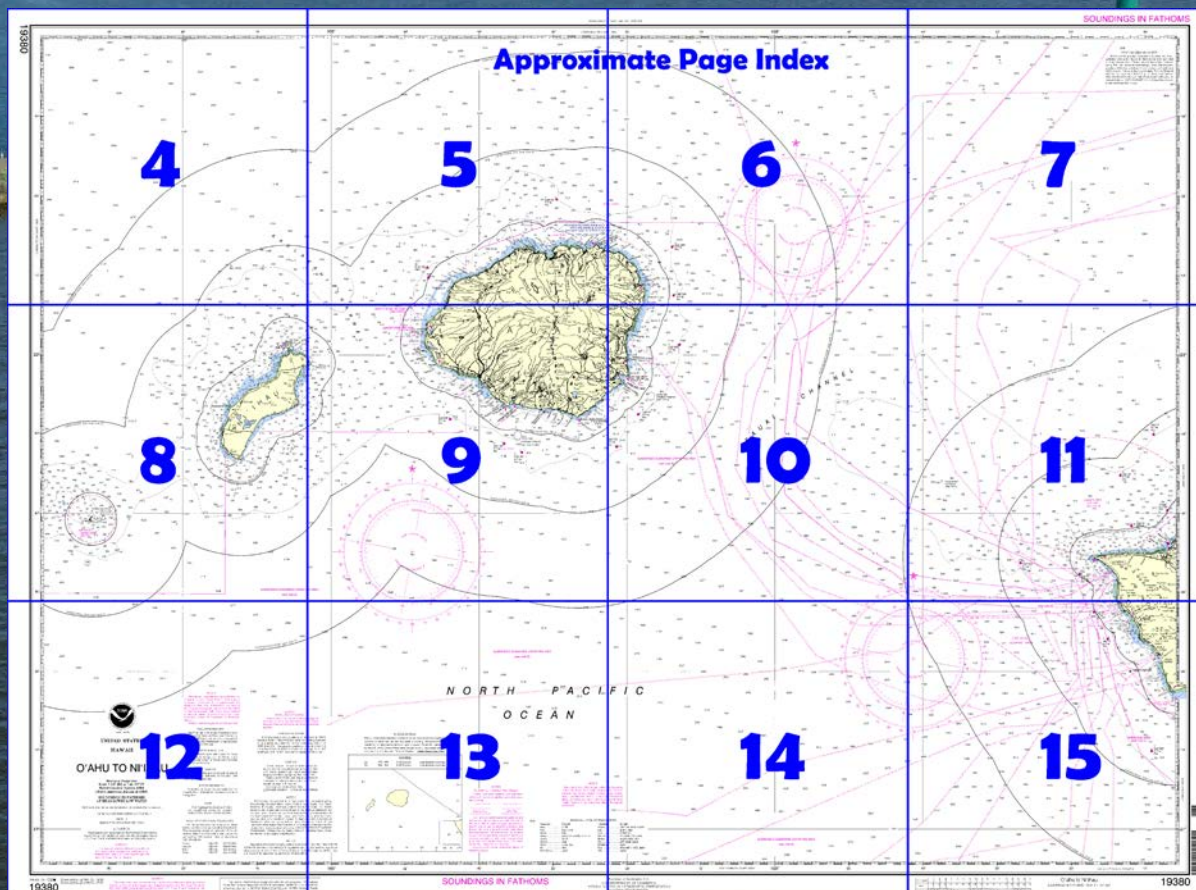
O'ahu to Ni'ihau NOAA Chart 19380



A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=19380>.



(Selected Excerpts from Coast Pilot)

Kauai Channel, NW of O'ahu, is wide, deep, and clear. During the trades the current usually sets W across the channel and divides at Kauai, part following the N side of the island and the other part following the S side. Strong S or SW winds cause the current to set in the opposite direction to that produced by the trades.

Kaulakahi Channel, between Kauai and Ni'ihau, is 15 miles wide and clear of obstructions. Off Mana Point the trade

wind meets the air current. The trades blow directly across the lowlands of Ni'ihau, but part is deflected S and around the SE point of the island.

Currents.—Little is known of the current in Kaulakahi Channel, but presumably it is variable depending mainly upon the velocity and direction of the wind. There appears to be a general NW flow along the SW coast of Kauai. It is reported that a current sometimes sets S along the E coast of Ni'ihau at the same time that the current is setting NW along the Kauai coast. There are noticeable tidal currents near the W extremity of Kauai.

Ni'ihau, 15 miles W across Kaulakahi Channel from Kauai, is seventh in size and westernmost of the eight major islands. Ni'ihau has a NE-SW length of 16 nautical miles, and an average width of 3.5 miles.

Lehua, about 0.6 mile off the N end of Ni'ihau, is a small rocky, crescent-shaped island, with the crescent open to the N. The E and W points are low, rising gradually to an elevation of about 700 feet near the center of the island. **Lehua Rock Light** (22°01'12"N., 160°05'51"W.), 704 feet above the water, is shown from a 10-foot post on the summit of Lehua.

Lehua Channel, between Ni'ihau and Lehua, is restricted on its S side by rocks that show above water and extend about halfway across it. A depth of 9 fathoms can be carried through the channel by staying within about 350 yards of the Lehua shore. In heavy NW weather the swell almost breaks in the passage, and vessels should pass N of Lehua Island. The current through the channel varies with the tide and sets in both directions with a velocity of about 1.5 knots.

To the E of Lehua Channel vessels should give the N coast of Ni'ihau a berth of 0.5 mile; to the W the clearance should be about 1 mile.

Kawaihoa (Kawaihoa Point) is the southernmost point of Ni'ihau. Deep water is close to the point. About 2 miles S of the point there is a prevailing W current which reaches a velocity of about 1.5 knots.

Nonopapa Landing, 5.5 miles NW of Kawaihoa, is the principal landing on the island, used only from May to Sept., as there is often a heavy N swell during the winter. The landing is marked by a shed and derrick on a short concrete retaining wall at the N end of a long sand beach. Anchorage is available in depths of 8 fathoms, coral and sand bottom, about 660 yards off the derrick, with the landing shed and Kao in range and bearing 070°. Kawaewae is 1.5 miles 135° from the anchorage. The landing is somewhat protected by a small reef extending about 75 yards SW from the end of the retaining wall. Small boats approaching the landing head S of it until the reef is rounded.

Kuakamoku Rock, 1.6 miles N of Nonopapa Landing, is a large, single rock about 4 feet above water and near the center of a reef some 200 yards in diameter and 500 yards offshore. The reef should be given a berth of 0.5 mile, and only small craft should attempt the passage between the reef and the shore. Other reefs extend about 0.5 mile offshore 0.5 mile S, and 3 miles NE of Kuakamoku Rock.

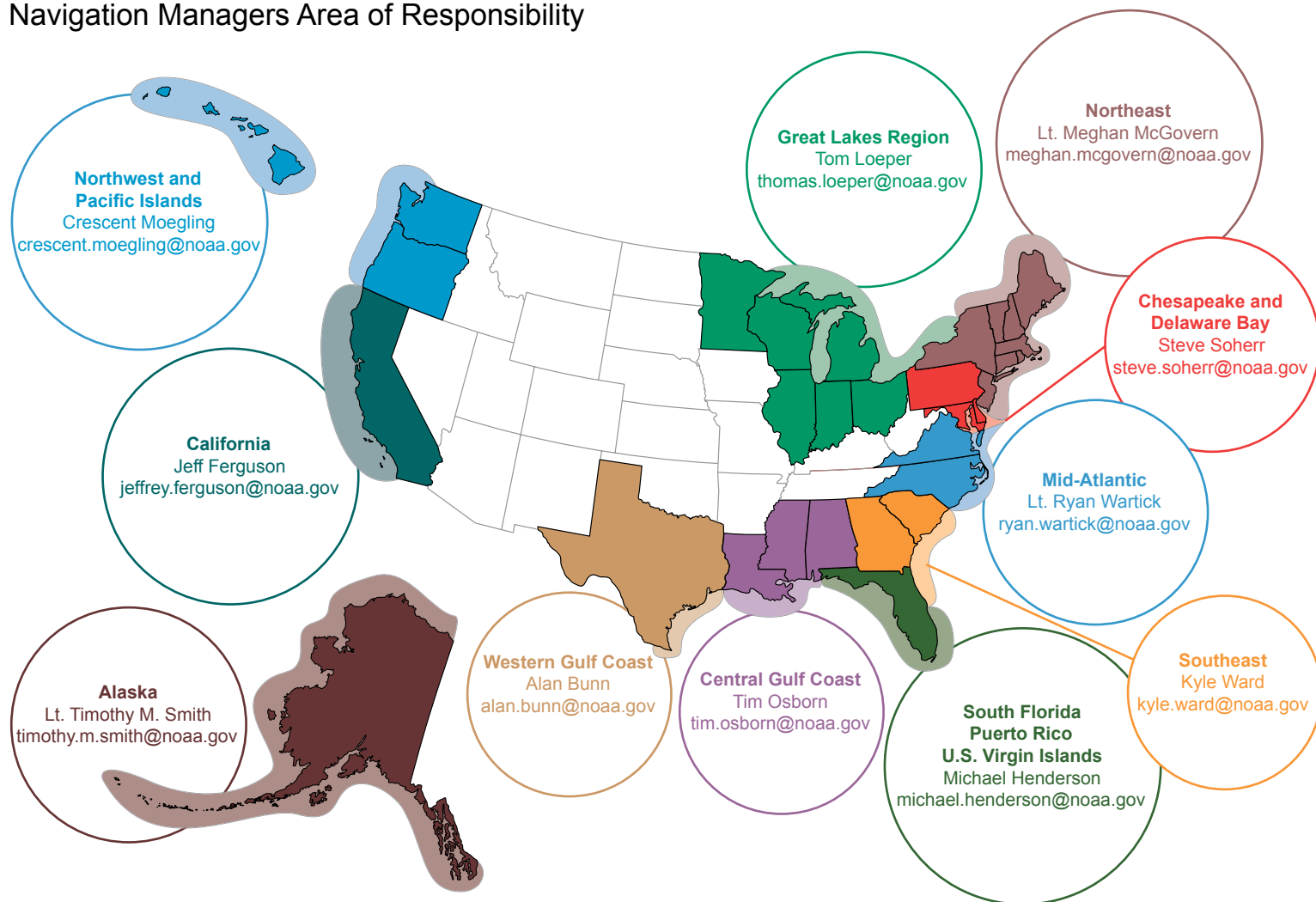
Kaununu (Kaununu Point), 4.5 miles NE of Kuakamoku Rock, is marked by a group of rocks a few feet high and close to the shore. A coral reef with depths of 6¼ fathoms over it is 1.5 miles off the point. It is reported that the reef breaks in heavy weather. The passage inside the reef is not recommended except for small boats.

Ka'ula, 19 miles SW of Ni'ihau, is a small, bare, rocky islet. Vessels have anchored close to both the S and E sides of Ka'ula in depths of about 20 fathoms, but as the islet is only 0.7 mile long, little protection is afforded. A rock with a least depth of 5 fathoms is 3.8 miles 300° from the highest point on Ka'ula. A bank with depths of 30 to 40 fathoms extends 5 miles NW from the islet.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Honolulu	Commander	(808) 535-3333
	14th CG District Honolulu, HI	

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

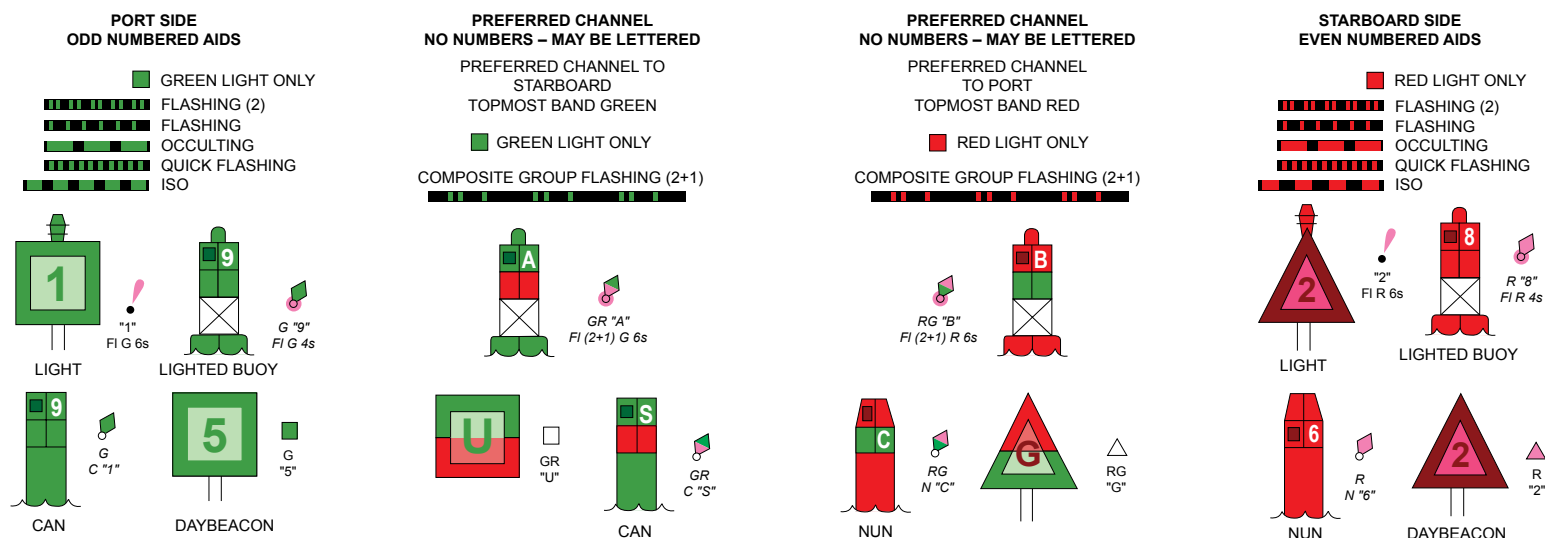
They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

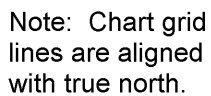
on navigable waters except Western Rivers

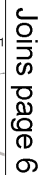


For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

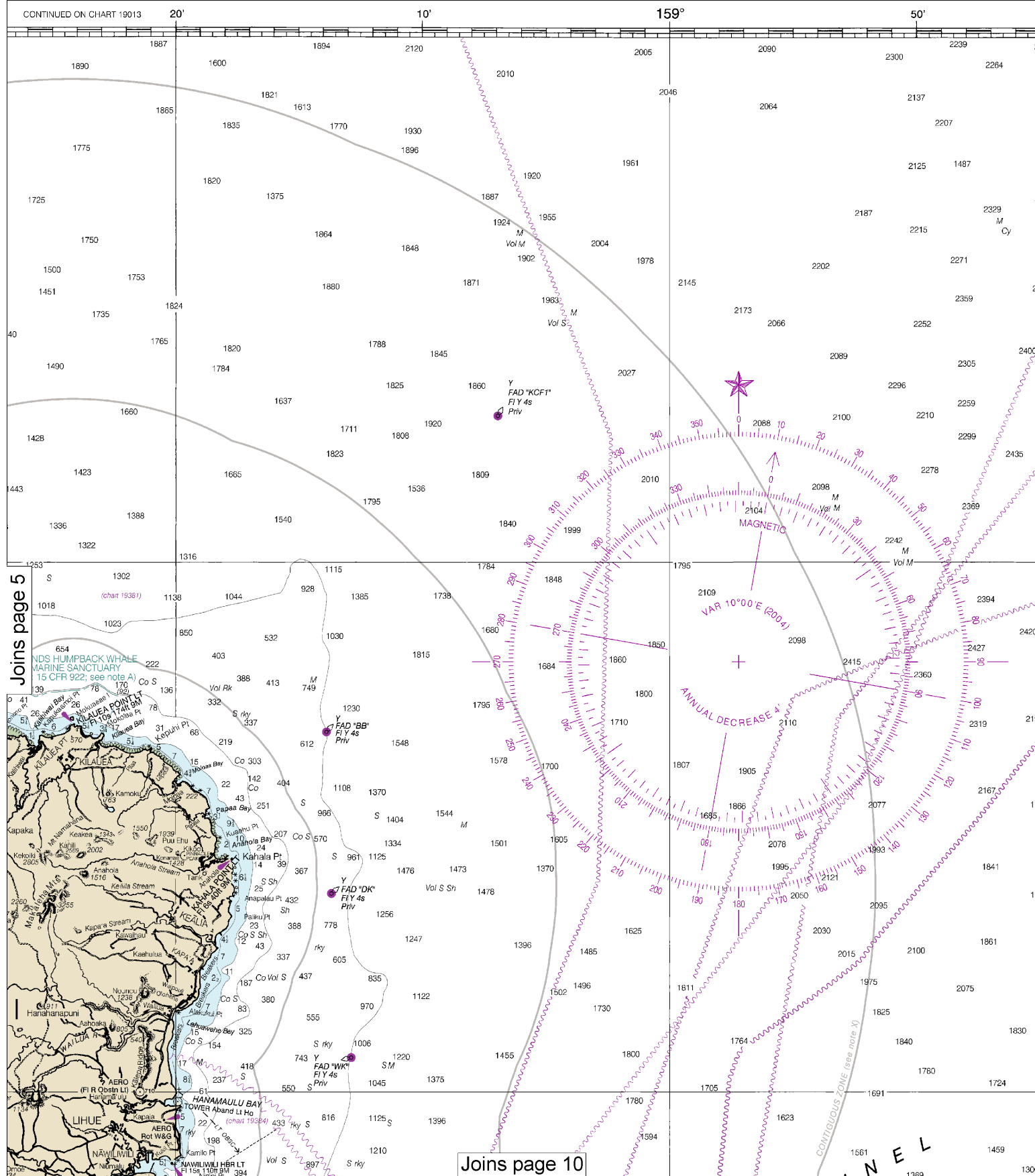
These volumes are available online at <http://www.navcen.uscg.gov>

4





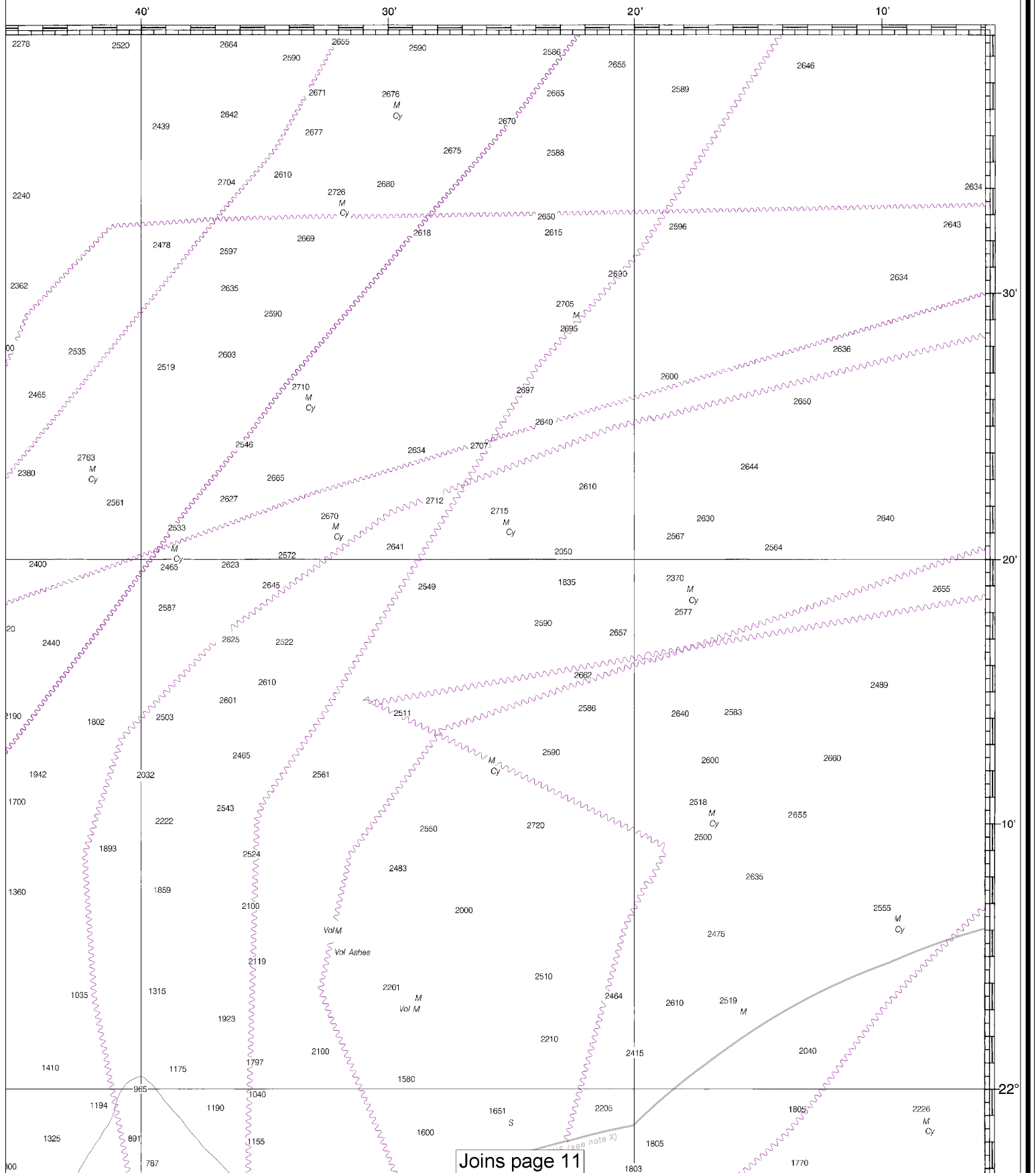
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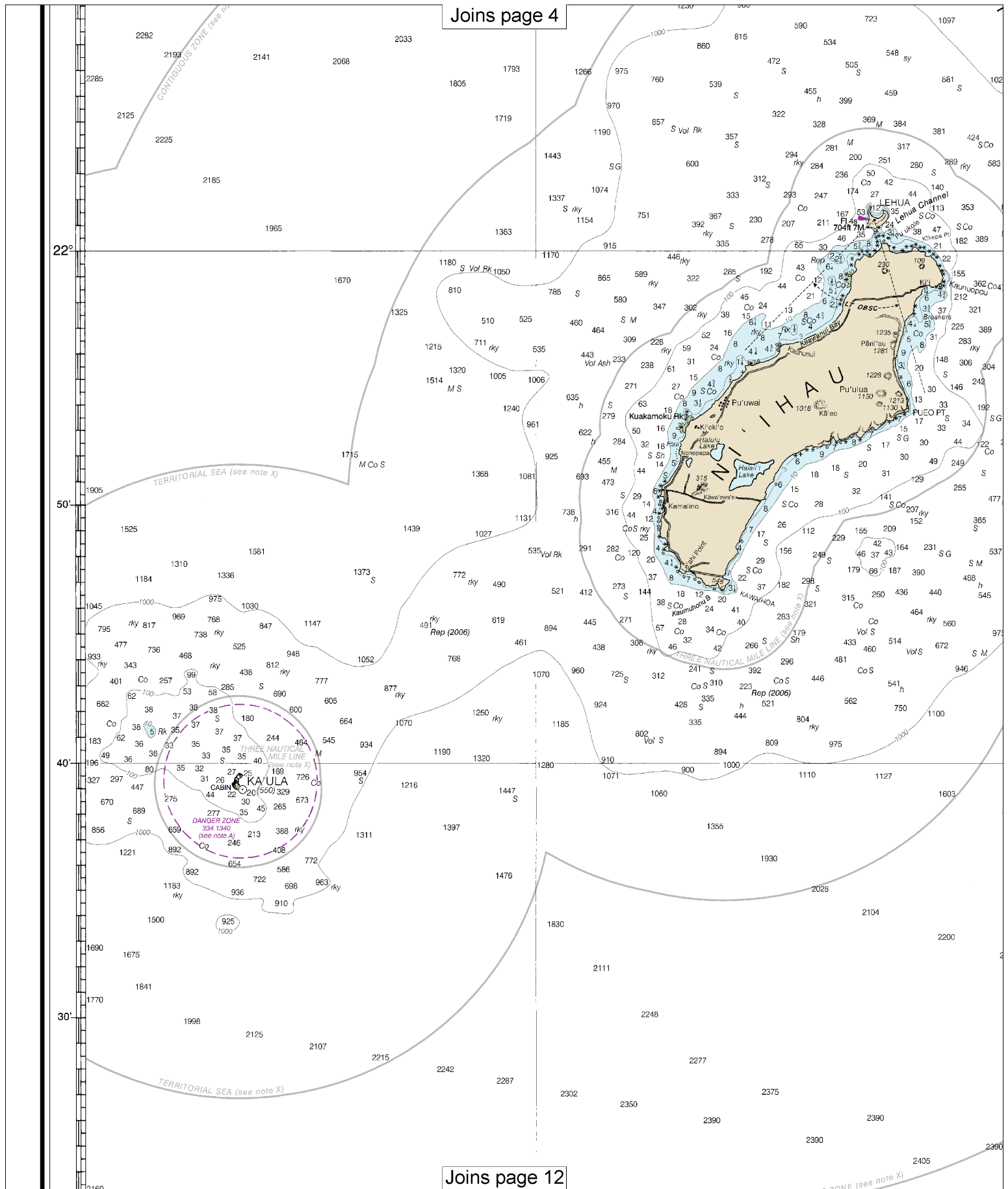
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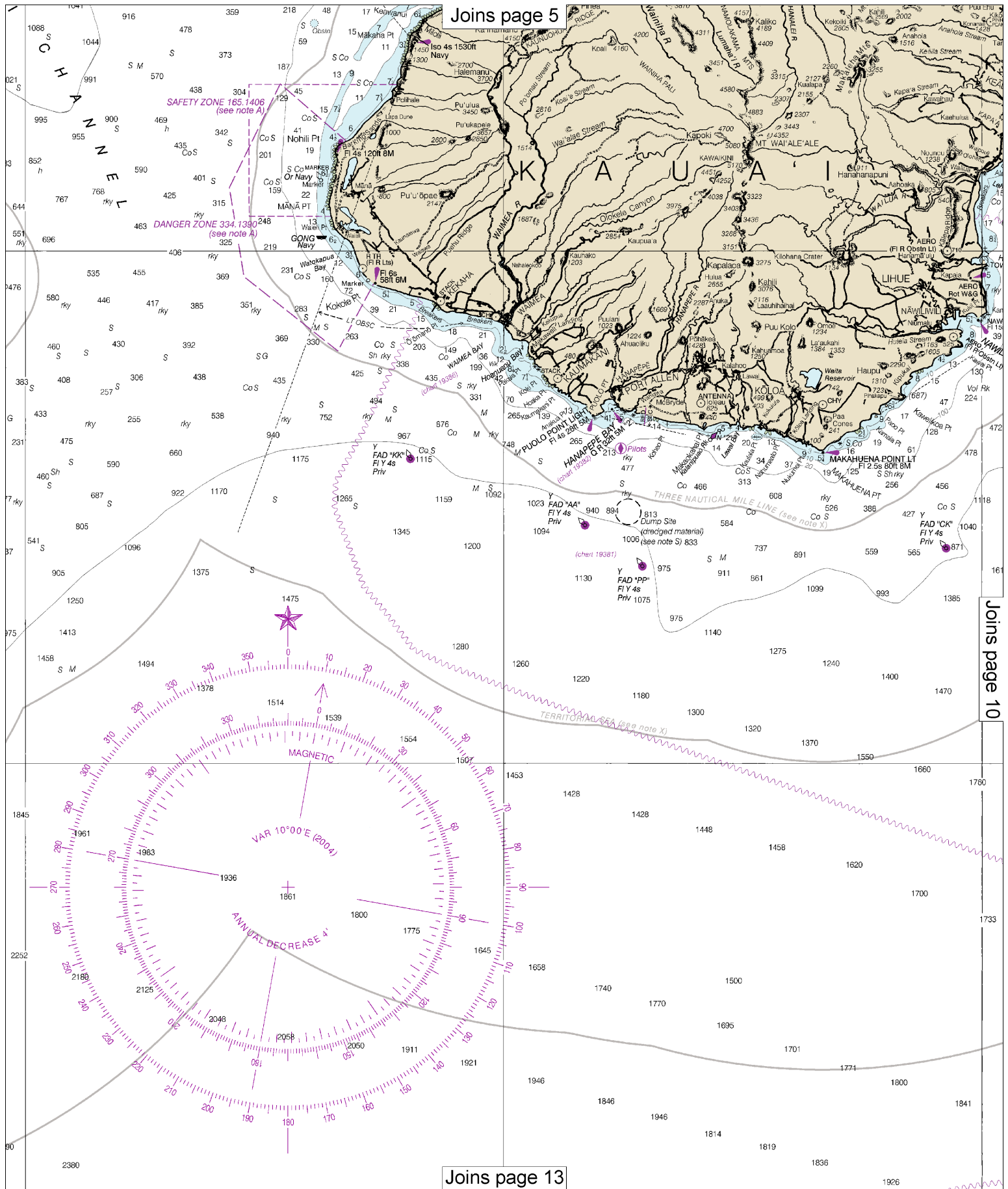
Note: Chart grid lines are aligned with true north.

SOUNDINGS IN FATHOMS

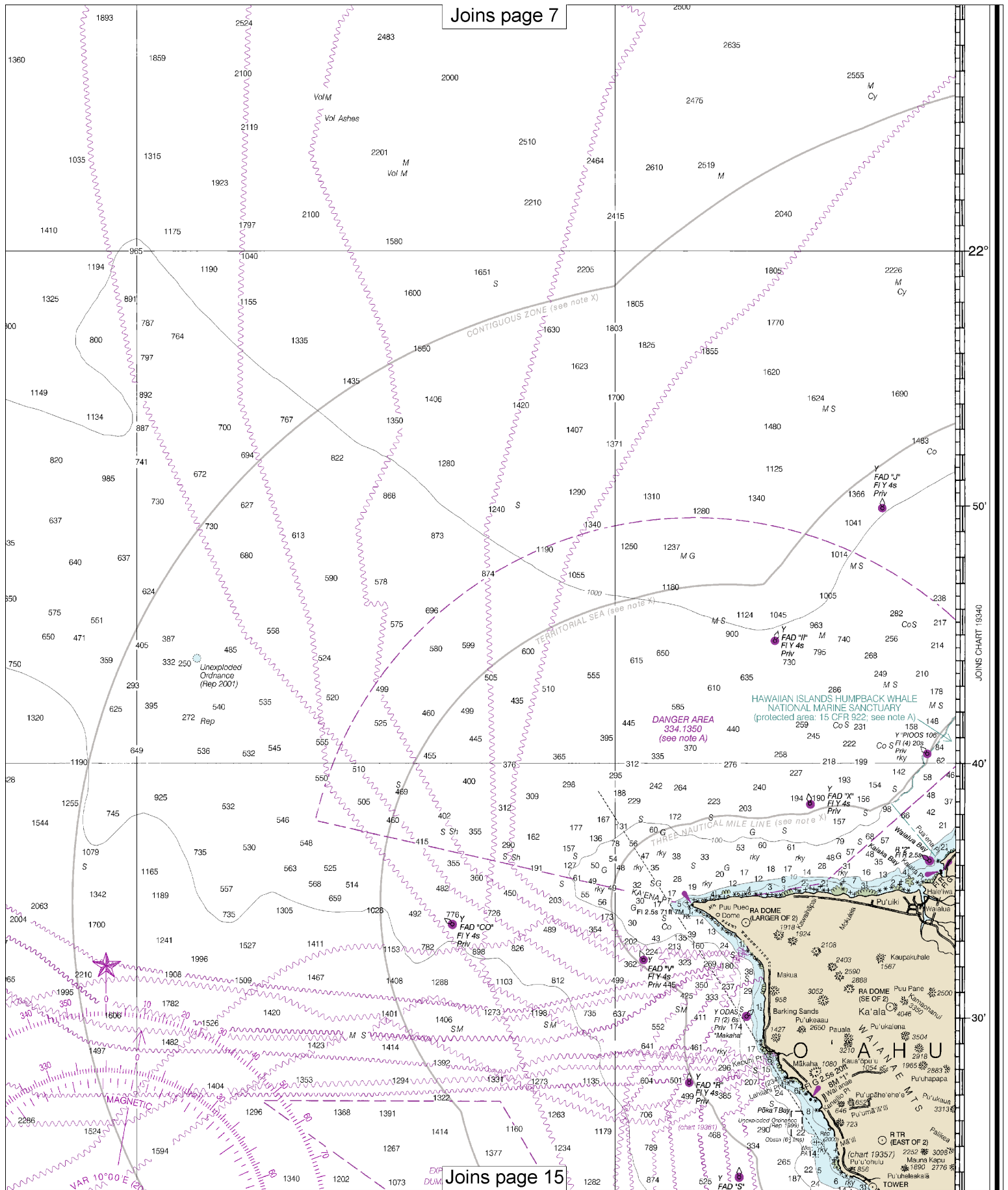


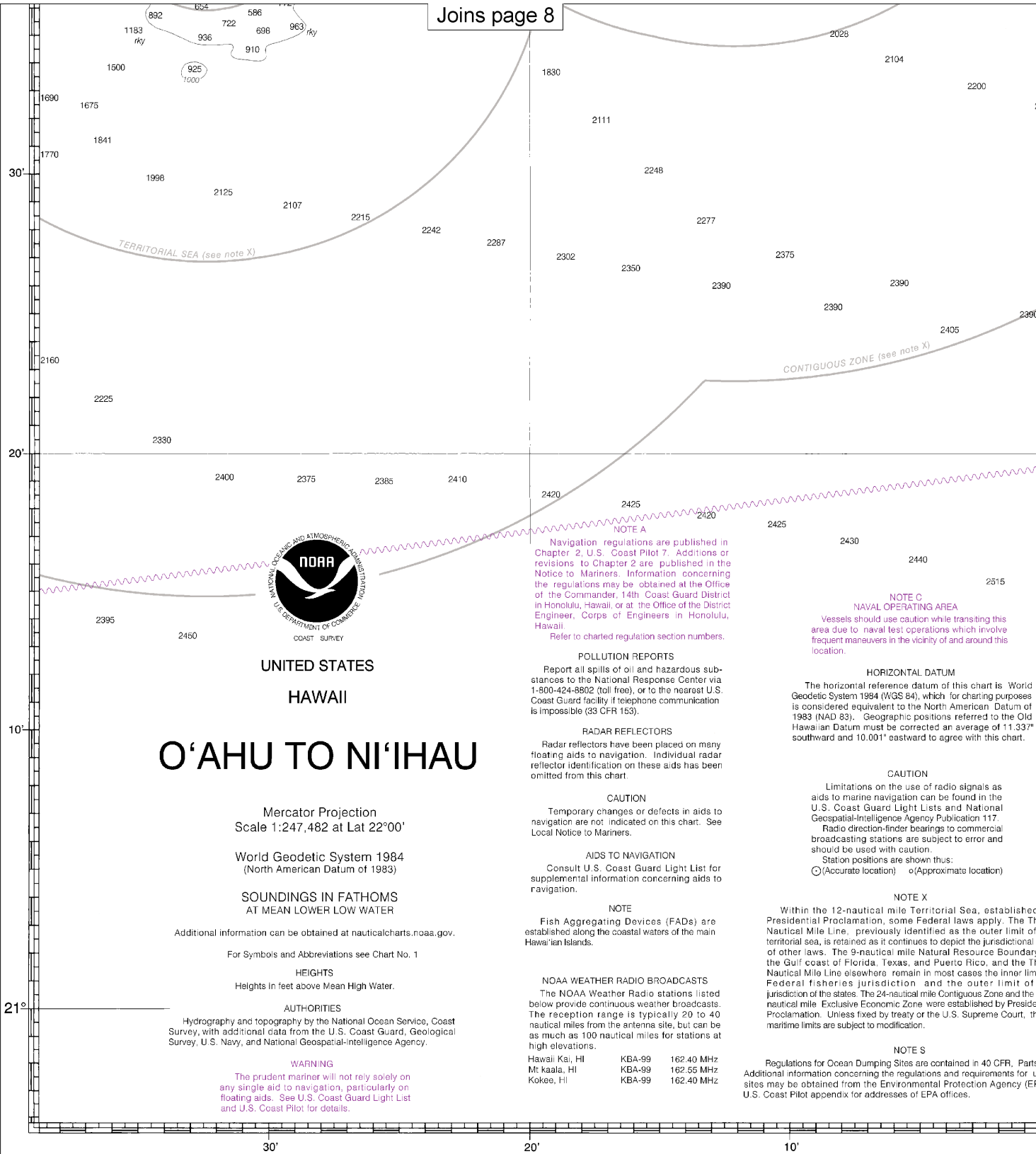
15th Ed., Oct. 2003. Last Correction: 7/25/2016. Cleared through:
 LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016)





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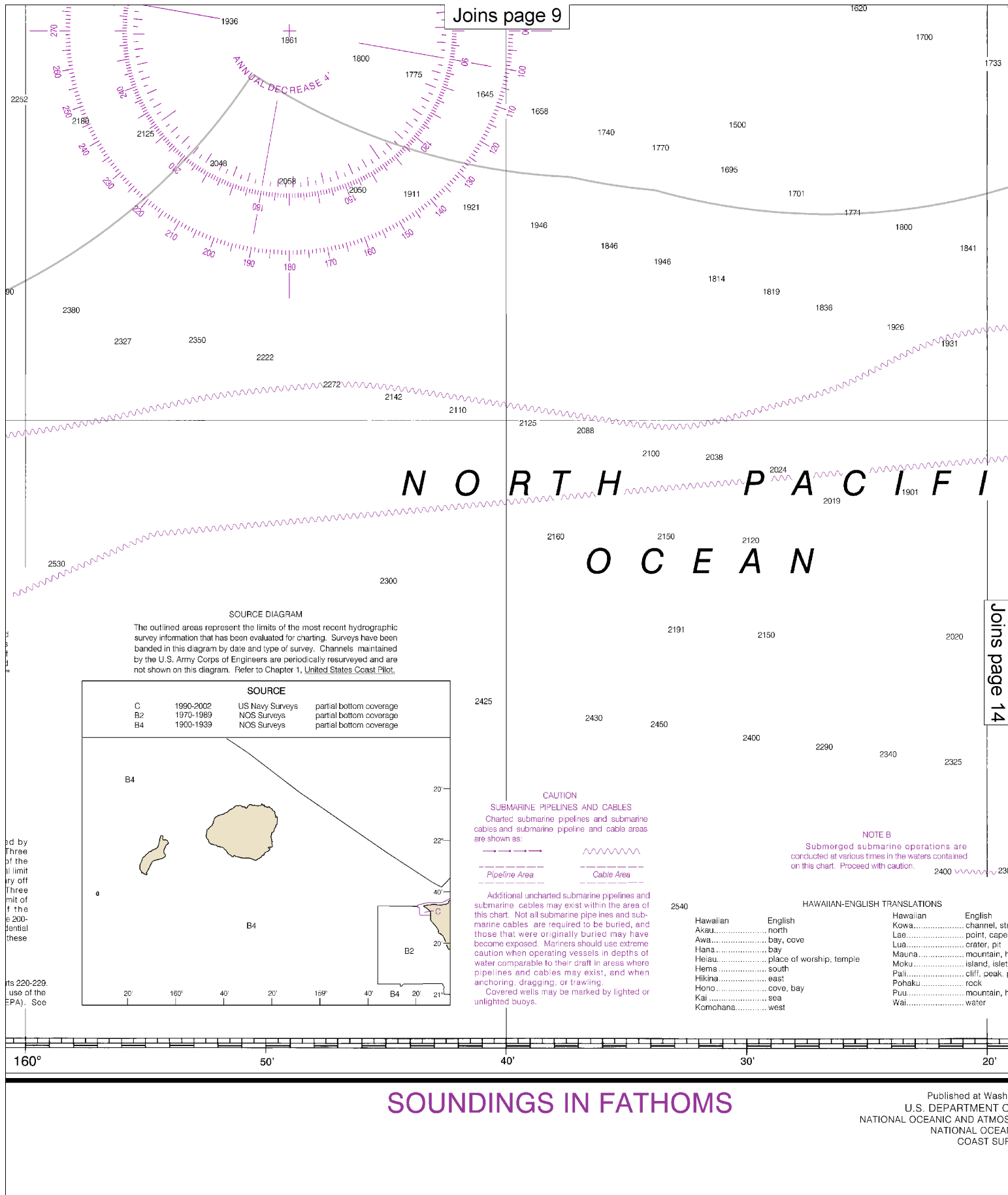
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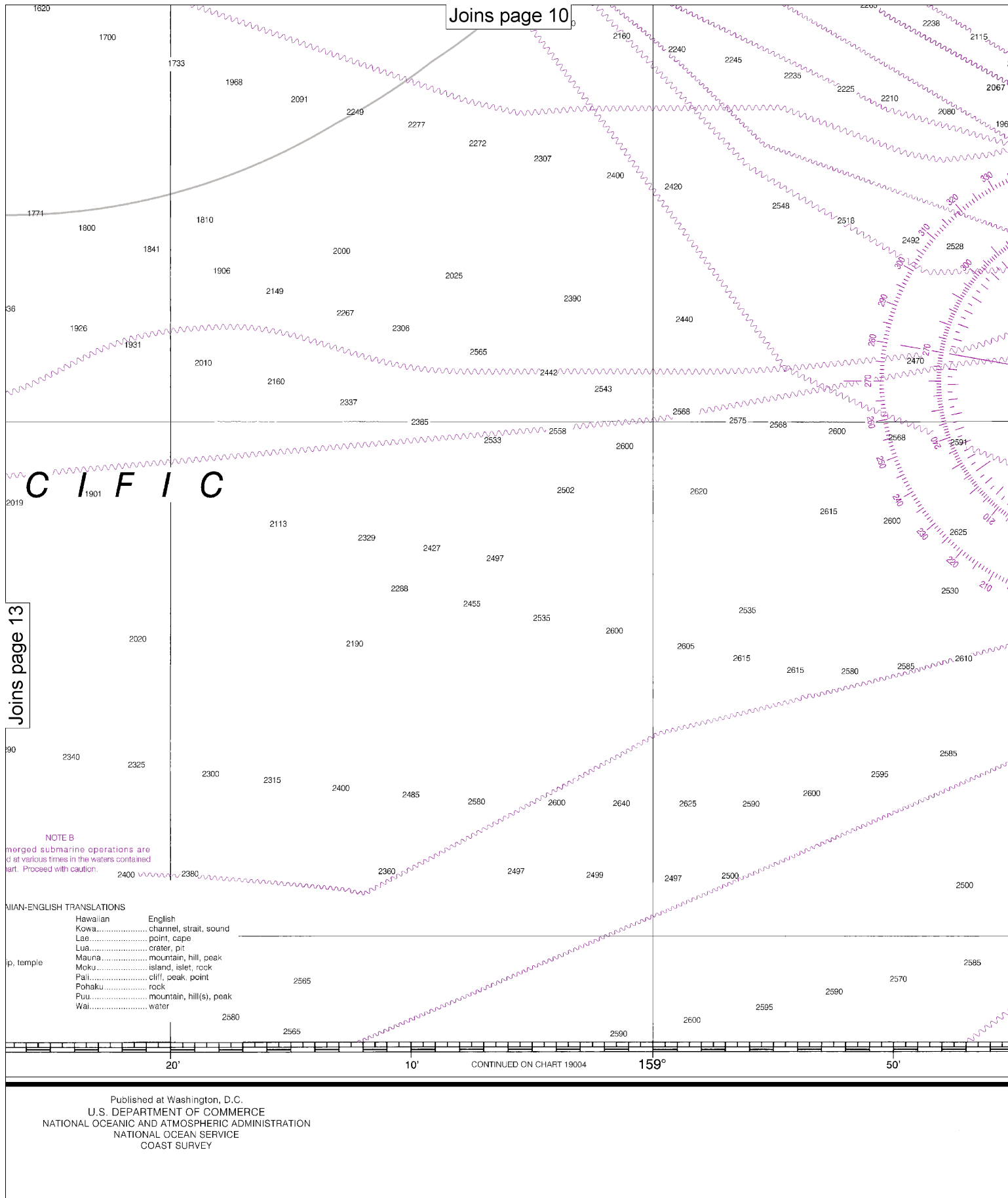
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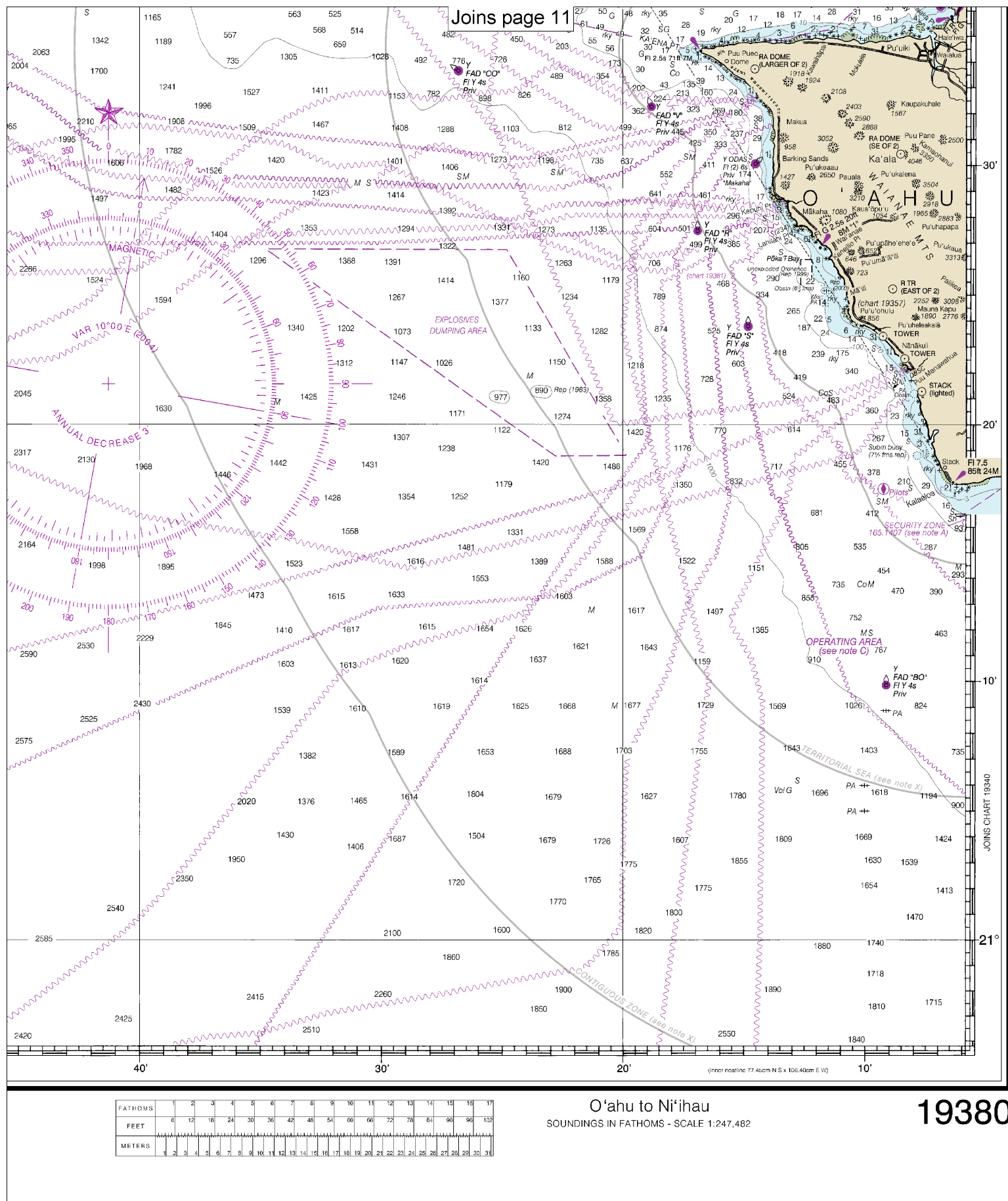
Note: Chart grid lines are aligned with true north.

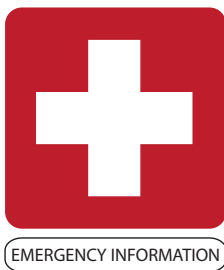
CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact.htm>.









VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

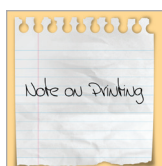
HAVE ALL PERSONS PUT ON LIFE JACKETS!

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.